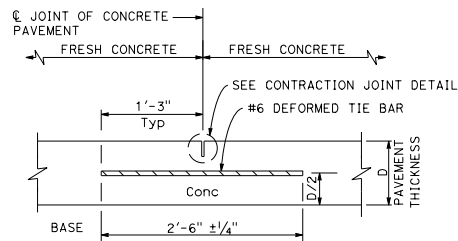
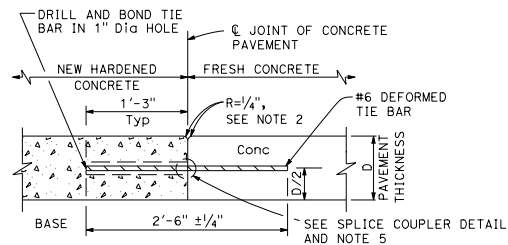


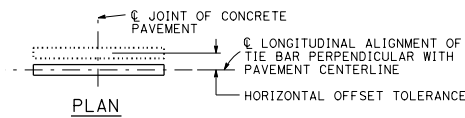
TIE BAR LAYOUT IN CURVED LANES



LONGITUDINAL CONTRACTION JOINT



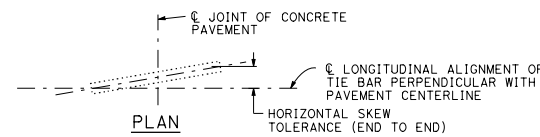
LONGITUDINAL CONSTRUCTION JOINT



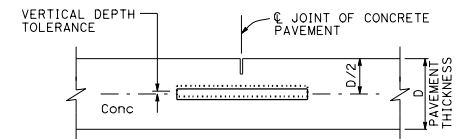
HORIZONTAL OFFSET TOLERANCE



LONGITUDINAL TRANSLATION TOLERANCE

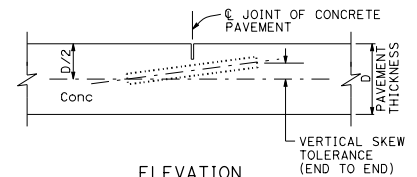


HORIZONTAL SKEW TOLERANCE



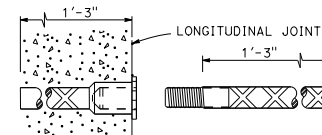
ELEVATION

VERTICAL DEPTH TOLERANCE

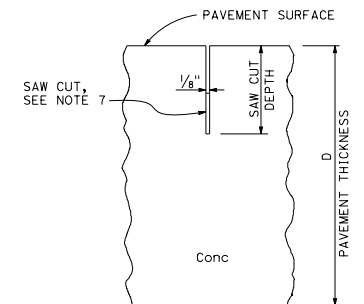


ELEVATION

VERTICAL SKEW TOLERANCE



ALTERNATIVE SPLICE COUPLER



CONTRACTION JOINT DETAIL

NOTES:

1. See Standard Plan P1 for typical dowel bar and tie bar placement and locations.
2. Where new pavement is placed against existing concrete pavement, rounding the corner is not required.
3. For dowel bar sizes, See Standard Plan P10.
4. Tie bar details apply to inside widenings.
5. Use either drill and bond or splice couplers.
6. Full depth drilled hole. Fill hole with filler material.
7. The bottom of the saw cut must be at least 0.5" clear of any dowel bar, tie bar and bar reinforcement.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS

Dulce Rufino Delmon
 REGISTERED CIVIL ENGINEER
 May 31, 2018
 PLANS APPROVAL DATE
 No. 081459
 Exp. 9-30-19
 CIVIL
 STATE OF CALIFORNIA

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 OR AGENTS SHALL NOT BE RESPONSIBLE FOR
 THE ACCURACY OR COMPLETENESS OF SCANNED
 COPIES OF THIS PLAN SHEET.

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**CONCRETE PAVEMENT-
 TIE BAR
 DETAILS**

NO SCALE

P15